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NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" (T. 17,000) Capt. J. Rindermans	WEDNESDAY, 2nd Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW" (T. 17,300) Capt. B. Wilhelm	About WEDNESDAY, 2nd November.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE WALDEMAR" Capt. F. Iscke (T. 6,000)	SATURDAY, 5th Nov., Daylight.
YOKOHAMA and KOBE	"PRINCE SIGISMUND" Capt. D. Less (T. 6,000)	About TUESDAY, 5th November.
KUDAT and SANDAKAN	"BORNEO" (T. 5,050) Capt. F. Samblit	End of November.

All the steamers of the Norddeutscher Lloyd are fitted with Wireless Telegraphic. New System of Telephones.

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NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 27th October, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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Yokohama, October 28th, 1910.



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LIMITED,

PORTLAND CEMENT.

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In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 16th August, 1910.

FRANCE'S NAVY.

THE DEMAND FOR SHIPS.

RULE OF THE AEROPLANE.

Paris, Sept. 27.
M. Poincaré's article in the "Matin" on the new naval tactics, called into being by the aeroplane and the submarine, arouses amused criticism in expert quarters.

M. Poincaré's suggestion was that the French fleet should concentrate in the Mediterranean and leave the Atlantic sea-board free to the new engines of war.

At the Ligue Maritime Office, the director said this morning: "The aeroplane and submarine are an interesting development of modern war, but they do not constitute a fleet. What we want is ships. We are very anxious that the public should not run away with extravagant ideas, or be lured by this or that ingenious will of the wisp in imagining that you can have a navy for next to nothing."

"We have had these theories before in France; M. Pallu de la Gâtine gave vent to them when he was at the Ministry of the Marine. Our aim is that France should have a fleet of ships capable of taking its place in line of battle."

"We are not wedded to any one type, nor do we endeavour to lead the fleets of the world in the matter of large constructions. When one Power builds a unit of twenty-five thousand tons we do not necessarily want to build one of twenty-six thousand. Our endeavour is not to force the pace, but to keep up with the others; this is our role."

CONCENTRATION IN PEACE.

"As to the scheme to concentrate in the Mediterranean, we do not approve of it, for the reason that we do not think there can be any hard-and-fast line. It seems to us a wrong policy, which might be disastrous in war, to build ships of a certain type only suitable to certain waters."

"For instance, it would be a mistake for France to build her new battleships as though they were all destined for use in the south. How do we know what the requirements of the next war will be? Policies change. It is possible that our ships will be wanted elsewhere than in the mid-east sea. We must have no concentration in peace time."

"Of course, there will be a general plan of mobilization on the outbreak of war involving defence of certain points, but that should not prevent us from keeping fleets in the north as well as in the south. This is the policy approved by us and recognised by the present Minister of Marine, whose word, in fact, we do not dispute, because we feel there are already too many 'doctors' in France. The need of the honour is action, not talk."

"Another disadvantage of concentration in peace time is that you allow your naval ports, outside a particular area, to fall into disuse, and to become incapable of giving the assistance you want."

"Then, crews in the Mediterranean do not get the severe training that a course on the high seas gives, where all sorts of weather has to be encountered, and exercises are carried out under the most trying conditions."

THE NAVAL PROGRAMME.

I asked the Director (who prefers to be known anonymously) whether he was satisfied with the naval programme of the Government. He replied that, whilst the programme did not respond to all the desires of the Committee of the Ligue Maritime Française, the latter recognised at the same time the patriotic spirit which inspired the Minister in his efforts to make the best of the situation.

It is interesting to recall the fact that, according to the programme, not yet voted by Parliament, France will have twenty-eight first-class battleships in 1920, against fifty-six, by Germany and eighty by England. She comes fifth in the list after the United States and Japan, who will have, respectively, fifty and thirty-eight units. According to the other details of the programme, France will have twenty ships of the scout class and 146 torpedo-boats, destroyers, and submarines.

The present Parliament has had only six weeks of existence, if one counts the actual length of the summer Session. It has had no time, therefore, to examine in detail Admiral Boué Lapeyrie's propositions; but, judging by the temper of M. Blandin's Constitutional Declaration in June last, the Chambers are quite prepared to vote the necessary credits.

In order to avoid delay the money for two ships has already been voted, and when Parliament reassembles in a month's time there will be a further appeal for a vote on account to enable two more ships to be laid down.

The French navy is now only half the size of Germany's but patriotic societies, such as the Ligue Maritime, are determined that nothing shall be wanting to make that force as effective as possible. It is for this reason that it urges the building by "series," such as is adopted in the naval shipyards of England and Germany. The object is to achieve homogeneity in the squadrons, and avoid the patchwork which has hitherto resulted from the tendency of marine constructors to adopt changes of plan in the course of building.

Intimation.

HUNG ON & CO.,

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CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale at the lowest prices.

Hongkong, 16th August, 1910.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DOWN below Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below Indicates a Typhoon to the South-West of the Colony.
 7. A BALL Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted when the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Xi Wan.
Stanley. Sha Tin.
Cape Collinson. She Tan Kok.
Tai Po. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, or by word of mouth.

F. G. VINE, Director.

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TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

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CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar. COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France). CALDERON MACBEE & Co., Hongkong.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$15 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Past subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$2.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 22nd December, 1908.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West,
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Inspecting Yard to the Yard.

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Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 22nd January, 1910.

Col. 1

London, 21 October 1916

height of facade to top of cross by feet and ridge pole
of nave roof 81 feet. Besides the principal en-
trance through the porch there are two entrances
through the towers and two side chapels.
The total interior width is 235 feet, the vestibule
septs are 129 feet wide and the nave 36 feet
wide; the aisle septs are 31 feet wide and the side
chapel sept deep, the total interior width being 55
feet. The sanctuary is 70 feet long and 31
feet wide. The height from floor to top of
vaulting is 37 feet. The body will seat 750
persons. The transeps 440, the total accommoda-
tion being 1,200. The design was commenced August
27, 1904, the building on August 27, 1905 at \$100,000.
It was completed in the middle of 1906.
The architect is Wm. M. Dwyall, F.R.I.B.A., A.C.P.E.,
the contractors are the Sunnyside Building
Company (Edward and John Lee), Managers
of all matters to be strictly solicited upon the
particular addition they have made to it.

SUNNYSIDE CHURCH

reached upon eight miles of ridge. Maxfield had 65,000 veterans to oppose him, but seemed to me hopeless: lack of combination, very few battalions, and he had been so badly defeated he trusted more than 75,000 men at the post at the S. Near the monastery, on the highest point of the ridge, was the British 1st Division, with 100,000 pikemen in four battalions, and 100,000 musketeers in four battalions, down the mountain. Cranford's Light Cavalry was on Pack's left. The 4th Division, including the extreme left, was composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse. Beyond Spence, in the direction of the mountain, was the 3rd Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse. The 2nd Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the right. The 1st Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the left. The 4th Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the right. The 3rd Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the left. The 2nd Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the right. The 1st Division, composed of 100,000 musketeers, 100,000 pikemen, and 100,000 light horse, was on the left.

1990

10-10-68

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THE REVOLUTION IN PORTUGAL.

The following is a continuation of the telegram from Mr. M. H. Dinchoe, *The Daily Chronicle* special correspondent at Lisbon, part of which has been printed in our columns.

I was the only English special correspondent in the city during the Revolution, and both the late Government and the Republican authorities, even at the very moment they were fighting for their respective existences gave me every facility for moving unhindered in the fighting zone, provided I accepted the risk and relieved them of responsibility.

At nightfall on Tuesday I found both sides hopeful and confident of success. The Minister of Foreign Affairs assured me that the Monarchy would triumph, and that the suppression of the revolt was but a question of a few hours.

FOUR LEADERS.

I next sought the directorate of five which controlled the destinies of the Republican party. They had established temporary headquarters at the chemist's shop of Senhor Ferreira, in the Rua Garrett, beneath the offices of a Monarchist newspaper.

The shop was closed, but my knock at the door and my possession of the password procured me instant admission.

I found four men in the shop eagerly debating and listening to the latest news from the front brought by trusted patriots.

"We will win! We must win! If not today then tomorrow," they declared. And the unlikely had happened.

BATTERIES AT WORK.

I went through the investing lines, and creeping up the deserted Avenida da Liberdade, found that the Royalists had mounted some guns on the heights to the west of the avenue, and were bombarding the insurgent position from there. A second battery which had been placed on some high ground near the lunatic asylum also directed its fire on the rebel position, but in the darkness it was impossible to see where the shells struck or what damage they did.

Returning to the hotel and mounting once more to the roof I was in time to see the development of a fresh phase of the naval side of the struggle.

The nerves of the crews of the two Republican cruisers were, it was evident, in a jumpy condition.

They evidently feared a torpedo attack, and were taking no chances, having sheltered as closely as they dared to a couple of English ships.

The two searchlights which each cruiser carried, swept every yard of the dark water of the bay, turned their lights on shore along the quaysides, and then, swinging, scanned the Brazilian warship narrowly as if anticipating danger from that quarter. But presently a grim tragedy was enacted. Further out in the bay, and near the Casino there, close to this and about half a mile from my hotel, the Dom Carlos rode at anchor.

OMINOUS SOUNDS.

During the day she had given no sign of life, but suddenly a great commotion was observable on board. The noise of wrangling, shouting was borne across the intervening water. Lights moved hither and thither—some sort of impromptu was evidently happening. But what?

Speedily came the answer. A volley of musketry was followed immediately by another—then a rattle of machine guns.

The three English men and myself, who stood on the roof of the hotel—mute witnesses of the scene—exchanged looks. Each had divined the other's thoughts. The Republican position of the crew had mutilated and were seeking to gain possession of the ship, which had continued to fly the Royalist flag until sunset that day.

Any doubt we had on the subject were speedily removed when the man-of-war's forward searchlight was turned on the quarter-deck, lighting up objects as if it were day. There stood a group of officers and a few sailors round a machine gun.

THE GALLANT DEAD.

But half blinded by the intense light it was difficult to see who? Then came darkness and a pause.

Once more the searchlight flashed out, but there was no need of fresh Republic can volleys. Every man of that little body was lying dead around the gun.

They had defeated their flag to the last. All honour to their memory.

I now come to the final phase of the struggle which culminated in the collapse of the Monarchist cause.

In a sense it was due to treachery within and treason without. The mutiny on board the cruiser Dom Carlos, and its secession from the King's forces was a disastrous blow to the hopes of the Royalists.

NAVY'S VICTORY.

Long before daylight the Republican commander of the Dom Carlos had signalled to his friends on shore the triumph of the mutiny by a flag two rounds of black cartridge and hoisting red and green lights on the foremast.

The whole of the serviceable fleet of Portugal in the Tagus was now in possession of the insurgents, and the Republic had been won by the revolting navy.

The crew of the Dom Carlos in the hour of victory became delirious with enthusiasm or liquor, or perhaps a combination of both. They behaved like demented brigs, and in a way were nearly emulating the deeds of the Russian Baltic squadron when it met the allied sailing fleet.

At one o'clock on Wednesday morning a furious cannonading broke out aboard the Dom Carlos. The ship's searchlights swept in wide illuminating patches the whole extent of the bay and the foremast on both sides of the Tagus. The night was plunged with shells discharged at a furious tempo. The water rose in the wharves, marking where the shells fell. One can only marvel how the crew of the Dom Carlos managed to avoid sinking while the night ship was in the bay.

FIGHT BY SEARCHLIGHT.

Towards the latter part of the night the Dom Carlos devoted her searchlight efforts mainly to the shore at Oeiras, on the south bank of the Tagus and to the Brazilian warship.

She ran her powerful searchlights over the Brazilian cruiser every two or three minutes. Then the circles of the search were narrowed. The lights were depressed, and went sweeping round in lunatic circles until they pointed a radius of scarcely more than two hundred yards. Wherever the beams of light fell, there the machine guns served projectiles, until the water round the cruiser fairly seethed and bubbled.

The end of this fantastic night battle, this furious fighting with a non-existent enemy, came with the first streak of dawn which was to herald the death of an ancient monarchy and the birth of a new Republic.

THE SECOND DAY.

At sunrise on the practically impregnable rock fortress San Jorge, the warship oil, which had watched with observant eyes the progress of events in the harbour, there was shown the white flag of surrender. It had gone over to the Republicans. The castle of Almada, an antiquated, castellated structure of little military value, on the south of the bay opposite the city, followed suit. The forts which guard the mouth of the Tagus also joined hands with the Revolutionaries.

Regiments which up to Tuesday night had remained staunch and had fought unflinchingly, began, with the dawn of Wednesday, to show signs of wavering.

An honourable exception to this weakness were the Municipal Guards, who throughout the struggle fought with splendid courage and energy, and fell in heaps rather than surrender or join the Republicans.

So the position on Wednesday morning was that the Royalist troops defending Lisbon found a triumphant Republican navy in their rear and a hostile Republican army in their front.

At first small detachments, then whole battalions, refused to face the fire of the opposing forces, and hoisted the white flag.

FUSILLADE DESTROYED.

On the higher ground above the railway station and on the still higher slopes on which are situated the Botanical Gardens and Observatory, fighting was resumed as soon as the daylight on Wednesday allowed the combatants to make out each other's positions.

In ordinary times a fusillade railway on the west plain principle brings passengers from the city to the foot of the observatory.

From this commanding position the Royalists during a portion of Tuesday night bombarded the insurgents, who had posted themselves to the northwest at the top of the avenue, and also to the east in the hilly, broken ground near the lunatic asylum. The fusillade railway had been destroyed early in the struggle, so on this side the Royalists were practically secure from infantry attack.

ROYALIST SUCCESS.

The insurgents had also brought field guns to bear on the Royalist position, and an artillery duel went on for a couple of hours on Tuesday night.

In the encounter the Royalists appear to have had the best of it, probably because the heights of the Botanical Gardens dominate the opposite ridge.

In the early morning the insurgents, who on the previous night had practically been hemmed in, made a spirited attempt to break the encircling cordon.

Under cover of a heavy artillery fire the infantry advanced down the Avenida Brasão, from the direction of the Zoological Gardens.

Here they relied the left of the Royalist forces. The ground is rugged and broken and quite favourable to defensive warfare. The assaulting infantry, who, to do them justice, fought with remarkable bravery, as they climbed the rugged slopes leading to the observatory were swept away by machine gun fire. At this moment the Royalist Commander developed a counter-attack, and sent forward a mixed force of the Municipal Guards and infantry to clear the streets opening upon Avenida Brasão. It must have been at this very moment that the news of the navy's defection reached the Royalists at this spot. The infantry fell back in some disorder, leaving the Municipal Guards to be caught like rats in a trap, and shot down by the insurgents.

RIFLES REVERSED.

These taking fresh courage, came on anew, and as they breached the slopes near the Ecole Polytechnique the Royalist troops refused to fire on them and severed their rifles as a token of surrender.

The wretched Royalist commander, who was holding the Botanical Gardens, realised the treachery that had been done and fled back, retreating in some disorder down the Rua Dom Pedro V. towards the Misericórdia Hospital and the Church of San Roque.

On the way thither the remnant of the force was still further thinned by desertion.

Many soldiers followed the example of their comrades in the Avenida Brasão, and went over to the Republicans.

The remaining force was also exposed to a sharp Mexican gun fire from the pursuing troops who found themselves masters of the Botanical Gardens and the adjoining streets.

What remained of the disordered Royalist forces were rallied with hero's courage by their officers, and a fresh stand was made in the square in front of the Church of San Roque.

But it was most a brief, last-ditch resistance that could be made. The men refused to stand against the advancing Republicans, and their number diminished by casualties and fresh desertions, the remnant of the army finally broke.

It would be idle to characterize the retreat by any other term.

They sped along the Rua San Roque, ultimately reaching the Place Camões, which is within 200 yards of the political Republican headquarters.

Here the fugitives and soldiers who had closed up the Rua Garrett from the railway

station and the Place Dom Pedro IV, allied themselves with the 200 of the Royalist force GALLANT STAND.

The band of survivors made a last gallant stand in the case of the Monarchy.

These heroes were chiefly Municipal Guards with a sprinkling of infantry of the line and artillery men.

Harrassed by machine-gun fire the men sought to break into the neighbouring houses so that they might carry on the fight under cover.

But the houses were stonily barred, and many of the soldiers fell while attempting to seek this haven of refuge.

A sharp descent leads into the Place Camões, and the Republicans fired down the Rua San Roque, ultimately supplementing the maxim with a field gun.

The Royalists, driven to bay, had to depend solely upon their rifles.

The struggle here lasted probably fifteen minutes. The Royalist troops, lying at full length on the ground, attempted to reach their enemy with rifle fire, but a hail from the quick-firers swept down the Rua San Roque, leaving gaps in the Royalist's ranks.

The field gun did some wild shooting. Lamp-posts and trees suffered greatly, and even the shutters of the houses did not escape.

GUARDS SURRENDER.

At last the end came. No soldiers, however heroic, could stand this cruel punishment long. A detachment of about a hundred infantrymen hoisted the white flag and surrendered.

The Municipal Guards who survived this inferno bolted down the Rua Santa Pia, throwing their rifles away as they ran.

As far as the 'victorious' single Municipal Guards surrounded with arms in hand. When I inspected the line of retreat afterwards the proportion of dead or wounded of the Municipal Guards, compared with other Royalist troops, was about two to one.

The end had come. The cause for which they fought was lost, but it is only a fitting tribute to these gallant fellows to say that they fought bravely and died nobly.

Resistance was now at an end. Everywhere in the city the rest of the troops had surrendered, and Lisbon passed into the hands of the Republicans.

Half an hour later the Republic was formally proclaimed. Republican flags were hoisted everywhere and the new regime was saluted by the first in the Tagus.

Much has been heard of Dom Alfonso, uncle of the fugitive King, and of the part he played during these historic days.

Dom Alfonso is certainly the hope of the Royalist Party in Portugal. He is a bold, fearless man, with indomitable courage. He was at his villa at Most Estoril, facing the Atlantic Ocean, when the news of the outbreak reached him, early on Tuesday morning.

Railway communication was cut off with the capital.

ALFONSO CALLS FOR HELP.

Realizing the seriousness of the situation, Dom Alfonso wrote out a telegram for dispatch to England for the assistance and protection of a warship for the King.

When Alfonso's messenger reached the local telegraph office, two men sprang upon him and tore the message from his grasp.

It was a desperate position, but Alfonso was a man of resource. He wrote out a second message, but in the mean time learned that, although the shore-ward cable had been cut, by good chance a repairing ship was in the offing.

An Englishman took Alfonso's message on board, the cable was fixed up, communication was re-established and Alfonso's message flashed to England via Gibraltar.

On Wednesday afternoon, in response to this dramatic appeal an English cruiser steamed into the Tagus, and cast anchor near the Republican flagship Dom Carlos.

OPIUM IN CHINA.

In his annual report on the foreign trade of China for last year, Mr. W. P. Ker, Commercial Attaché at Peking, writes with regard to opium:

The fact that there was an increase in the import of Indian opium may surprise some who have misunderstood the arrangement under which the Indian Government agreed to effect an annual proportionate reduction in the amount exported from India. The reduction which took effect from January, 1908, was based on the average imports of Indian opium into China during the three years 1905-06—namely, 51,000 tons, or about three-fourths of the total average export during the same period, viz., 67,000 chests (Pakistan and Benares, 48,000; Malwa, 19,000). The arrangement was for three years, with a conditional extension to ten years, and each year the maximum amount allowed to be exported is diminished by one-tenth of the amount assumed as China's former normal supply, i.e., by 5,100 chests. The starting point from which the reduction is effected is not 51,000 chests, but 67,000 chests, so that the aggregate volume of exports of opium from India is limited to 61,900 chests in 1908, 56,800 chests in 1909 and 51,700 chests in 1910. Thus the number of chests of Indian opium shown by the Chinese customs returns to have been imported into China in 1909, viz., 48,183 chests, is well within the limit. The slight increase over the import for 1908 is easily accounted for by the increasing scarcity of native opium due to the enforcement of Chinese anti-opium legislation. The valuation in the customs statistics which is based on the quarterly average c.i.f. value at each port, falls to indicate the general rise which has taken place in the market price of all kinds of opium, and which is still increasing. Thus, at Amoy, the price of foreign opium rose from 500 a chest early in 1909 to 55,000 in June and to 57,750 in March, 1910. At Ningbo during the last two years the price of foreign opium has increased by nearly 50 per cent, while that of native opium has doubled during the same period.

The amount of opium imported from India during the year 1909 was 48,183 chests, the same as the amount of opium imported from India during the year 1908 was 48,183 chests, the same as the amount of opium imported from India during the year 1907 was 48,183 chests, the same as the amount of opium imported from India during the year 1906 was 48,183 chests, the same as the amount of opium imported from India during the year 1905 was 48,183 chests, the same as the amount of opium imported from India during the year 1904 was 48,183 chests, the same as the amount of opium imported from India during the year 1903 was 48,183 chests, the same as the amount of opium imported from India during the year 1902 was 48,183 chests, the same as the amount of opium imported from India during the year 1901 was 48,183 chests, the same as the amount of opium imported from India during the year 1900 was 48,183 chests, the same as the amount of opium imported from India during the year 1899 was 48,183 chests, 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Card ...	Hongkong
Card ...	Canton
Card ...	West River
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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,019 10	£2 for first half year ending 30.6.10 @ 82 1/2 = \$12.45	5 X	\$80 sa. and b. 885 sellers 885 10/-
National Bank of China, Limited	1,000,000	£7	£7	£4,000,000 £4,000,000	\$20,552	£2 (London 3/6) for 1909	...	\$81 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$10	\$1,500,000 \$1,500,000	none	£15 for 1909	8 1/2 X	\$175 ex div. sa.
North China Insurance Company, Limited	10,000	£15	£5	Tls. 221,700 Tls. 221,700	Tls. 205,110	Final div. of 7 1/2 % for '09 making 15 % in all...	5 X	Tls. 112 1/2
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$1,500,000	\$27,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim div. of \$30 per share for 1909	...	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000	\$7,717	\$22 for year ending 31.12.08 and interim of \$3 on account of 1909	1 1/2 X	\$195 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$1,000,000	\$4,840	\$6 and bonus \$2 for 1908	7 X	\$125 buyers
Hongkong Fire Insurance Company, Limited	2,000	\$250	\$10	\$1,500,000 \$1,500,000	\$426,218	\$27 for 1908	8 X	\$250
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$1,500,000 \$1,500,000	\$3,777	\$4 1/2 for 1906	...	\$9 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$10	\$1,000,000 \$1,000,000	nil.	\$1 1/2 for year ending 30.6.1908	...	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000 \$1,500,000	\$20,706	Dividend of \$1 1/2 for 30.6.10	8 1/2 X	\$9 1/2 sa. & 31 b.
Solo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,500,000 £1,500,000	£7,537.82	£6 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 = 3. 154	...	\$58 sellers
Do. Do. (Deferred)	60,000	£5	£5	£1,500,000 £1,500,000	£7,537.82	Final div. of 2 1/2 % par sh. (comp. 14) making in all 4 1/2 % par sh. for '09 & an int. div. of 1 % par sh. on 30.6.10 for '10	5 X	\$6 1/2
"Shell" Transport and Trading Company, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,259	A dividend of 7 1/2 % for '09 ending 30.6. 1910	5 X	\$23 buyers
"Star" Ferry Company, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,259	A bonus of 5 %	5 X	\$23 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	\$8,000	\$5 for half year ending 30.6. 1910	6 X	\$145 sellers
Linson Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	\$115,801	\$3 for 1897	...	\$21 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000	£1,435	Interim of 1/8 for 1910 (coupon No. 14)	9 X	Tls. 15 1/2 buyers
Headwaters Mining Company	50,000	£1	£1	£1,000,000 £1,000,000	none	First year	...	Tls. 10
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000 £1,500,000	£4 1/2	\$1 per share 1910 dividend	5 X	\$4 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	£1	£1	£1,000,000 £1,000,000	none	Final of Gold \$0.55 for 1909 in all G \$1.25	...	\$30 1/2
DOCKS, WHARVES & GODOWNS.								
Fairbank (Gao.) & Co., Limited	28,000	\$25	\$25	\$1,500,000 \$1,500,000	\$3,400	\$1.75 for year ending 31.12.06	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,500,000 \$1,500,000	\$264,847	\$2 1/2 for 1909	4 1/2 X	\$55 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000	\$138,795	\$ 1/2 for half year ended 30.6. 1909	...	\$48 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 55,700 Tls. 55,700	Tls. 5,251	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.6. 1909	8 X	Tls. 7 1/2
Shanghai and Hongkong Wharf Company, Limited	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 X	Tls. 100
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 4,224	Tls. 6 for year ending 30.6. 1910	8 1/2 X	Tls. 97 sellers
Central Stores, Limited	150,000	\$15	\$15	\$1,500,000 \$1,500,000	\$24,041	8 1/2 for 1909	8 1/2 X	Tls. 124 sellers
Hongkong Hotel Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,277	\$3 on old shares \$1 1/2 on new shares for half year ending 30.6. 1910	6 X	\$7 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000	\$27,871	Interim of \$ 1/2 for 1910	7 X	\$27 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,471	45 cents for 1909	6 X	\$5 sellers
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	\$1,000,000 \$1,000,000	\$269	\$2 1/2 for 1909	6 X	\$13 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000	Tls. 6,969	Interim of Tls. 3 for 1910	6 1/2 X	Tls. 110 buyers
West Point Building Company, Limited	25,500	\$50	\$50	\$1,000,000 \$1,000,000	\$1,958	Interim of \$1.50 for 1910	8 1/2 X	\$39 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	30,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000	Tls. 10,998	Tls. 12 for year ending 31.10.09	8 1/2 X	Tls. 95
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,551	50 cents for year ending 31.7.08	...	\$5.50 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	10 X	Tls. 51
Loat-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 4,839	Tls. 6 for 1909	10 X	Tls. 50 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000	Tls. 11,178	Tls. 3 for 1909	17 X	Tls. 150 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500	£648	15 % per share for 1909	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000	nil.	60 cents for 1909	6 1/2 X	\$9
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000	\$50,243	60 cents for year ended 28.2.06	...	\$1.20 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$16,608	80 cents for 1909	10 X	\$8 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$1,000,000 \$1,000,000	\$1,893	\$1.20 for year ending 31.7.09	7 X	\$17 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000	\$4,890	Interim of 15 cents per share for 1910	10 X	\$14 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12 X	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end 28.2.10	6 X	\$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000	\$7,616	Interim of \$1 per share for 1910	6 X	\$155 sellers
Hongkong Rubber Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000	\$5,276	Interim of \$1 per share for 1910	9 X	\$29 sellers
Maatshappij tot Landbouwk. op Landbouwk. plaat in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 25,000 Tls. 25,000	Tls. 116,682	3rd Interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 X	Tls. 950
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.10	5 1/2 X	\$18 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000	Pa. 18,640	None	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000	...	None	...	Tls. 22 1/2
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000	Tls. 5,250	No dividend this year	...	\$29 sellers
Societe des Pulpes et Papeteries du Tonkin	13,200	50	50	none	none	First year	...	\$200 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,090	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$37,86	None	...	\$15 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000	none	10 % for year ending 31st May 1910	8 X	\$8 sellers
United Asbestos Oriental Agency, Limited	110,000	\$10	\$10	\$1,000,000 \$1,000,000	\$242	60 cents for year ending 31.12.08	5 X	\$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,041	15 % per ordinary sh. for year ended 31.5.10	5 X	\$5 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000	\$2,018	25 cents for 1909	...	\$24 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$782	3 % for 1909	...	\$2 buyers

Hotel.

SKATING! SKATING!! SKATING!!!

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 707.

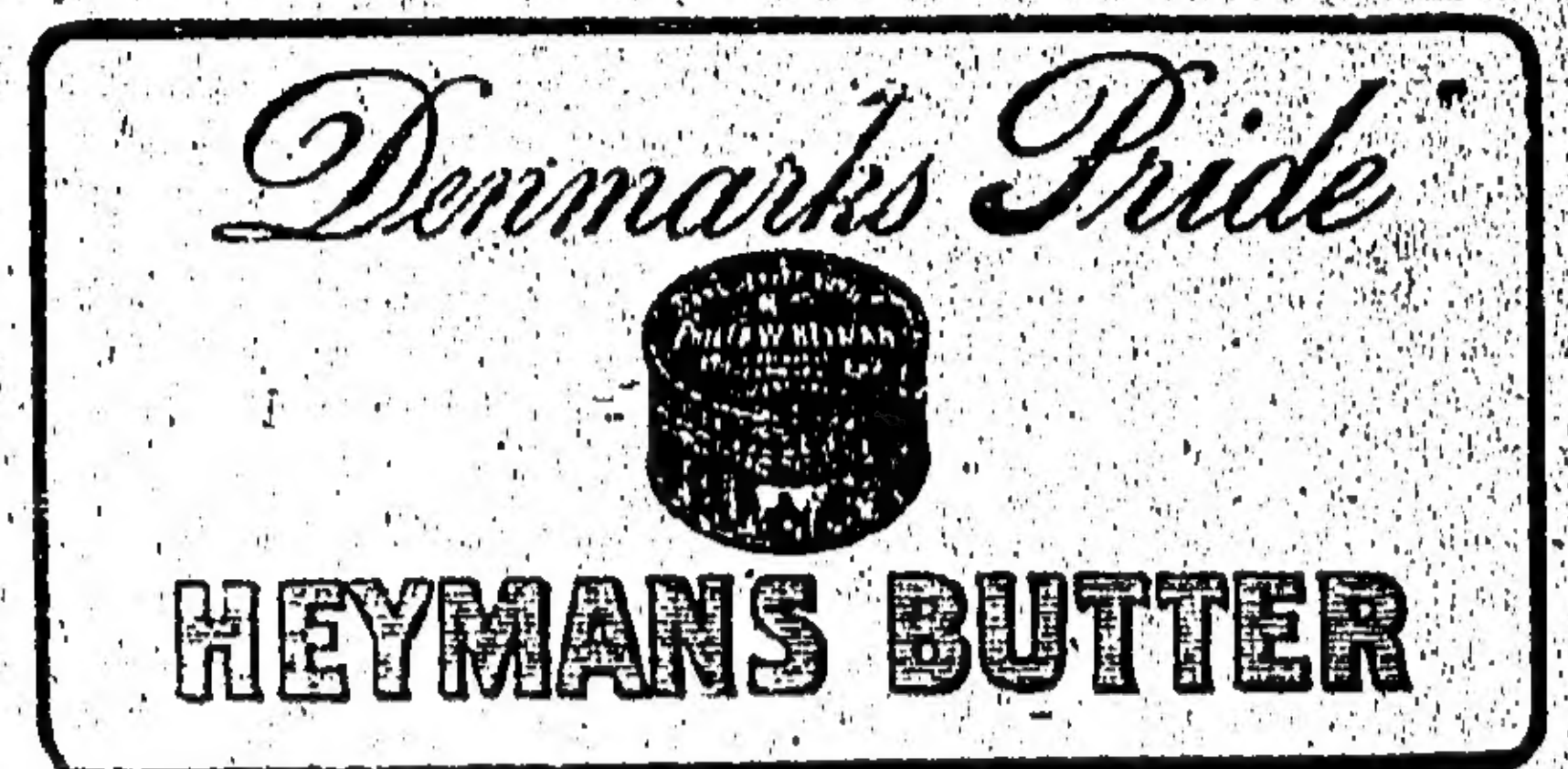
Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are reserved for Ladies and Children only.

W. GALLAGHER,
Manager.

Hongkong, 17th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT GARS.

4.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GARS as on Week Days.

SATURDAY.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Whomsoever, 1st April, 1908.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles \$0.30

Dozen " 3.25

Case 50 Bottles \$15.50

" 60 " 13.20

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has reopened their FURNITURE STORE

at

No. 12, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Agents of the Colony with sets of every table."

Sd/- (Sd/-) A. S. WATSON & CO.

15th May, 1910.

ORDERS PROMPTLY executed in all CHARGES and FREIGHTS.

L. K. LOONG & CO.

12, DES VOEUX ROAD CENTRAL.

HONGKONG, 18th May, 1910.

NOTICE.

A LARGE NUMBER OF BOOKS, PERIODICALS, MAGAZINES, etc., of the Times, leaving for the Colony, will be available for sale at the Colony Club, 12, Des Voeux Road Central, from 10 a.m. to 12 noon, every day, except on Sundays and Public Holidays.

Sd/- (Sd/-) A. S. WATSON & CO.

15th May, 1910.

ORDERS PROMPTLY executed in all CHARGES and FREIGHTS.

L. K. LOONG & CO.

12, DES VOEUX ROAD CENTRAL.

HONGKONG, 18th May, 1910.

NEW SHOP JUST OPENED!!

DO NOT MISS LOOKING AT

OUR WONDERFUL SELECTIONS OF

RARE JEWELS.

&c., &c., &c.

&c., &c., &c.

&c., &c., &c.

&c., &c., &c.

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